**Thickness of NHs in Rajasthan**

3139. SHRI SANTOSH BAGRODIA:
SHRI HARISH RAWAT:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the existing thickness of National Highways in Rajasthan is much less than the required thickness as per IRC standards;

(b) if so, what action is being taken by Government to make these highways as per IRC standards and by what time;

(c) whether it is a fact that funds required for Periodic Renewal and Ordinary Maintenance for National Highways in Rajasthan are more than the allocation made by Government;

(d) if so, what action is being taken by Government to allocate remaining funds;

(e) whether it is also a fact that the renewal of NHs is done in three to four years; and

(f) what is the backlog of renewals in Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Most of the new National Highways (NHs) are deficient in many respects such as pavement thickness, road geometrics, lane width, weak and narrow bridges etc. as these were originally State roads. Development of NHs has been taken up in Rajasthan under National Highway Development Project (NHDP) and National Highways (Original) works. Under NHDP while preparing Detailed Project Report (DPR), the existing carriageways are designed as per guidelines of Indian Road Congress (IRC). Development under NH (O) is a continuous process and it also includes strengthening of deficient road pavement, widening and improvement in riding quality. During the last 3 years strengthening, improvement in riding quality and widening works amounting to about Rs. 264 crore have been sanctioned for NHs entrusted to PWD in Rajasthan.

(c) and (d) The allocation of funds for maintenance and repair of National Highways in the country is nearly 40% of the amount required as per norms. The shortfall in funds is reflected in allocation for maintenance and repair which also includes periodic renewal of National Highways to all the States including Rajasthan.

(e) Periodicit is not only criteria for renewal. It also depends on condition of road.

(f) Road condition can be improved by measures such as strengthening, widening, improvement of riding quality and periodic renewal. These measures are taken up in phases depending upon condition of roads, inter-se priority of works and availability of funds.

**Road projects under CRF in H.P.**

3140. SHRIMATI VIPLOVE THAKUR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the names of road development projects included under Central Road Fund (CRF) in the country particularly in Himachal Pradesh alongwith the funds allocated during the last three years;

(b) whether the entire amount had been utilised for the prescribed schemes;

(c) if so, the details thereof;

(d) the names of road development projects included for the year 2007-08 in Himachal Pradesh and the amount of funds allocated for each project; and

(e) the time by which these projects are expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) 1967 Nos. of projects amounting to Rs. 4508.39 crore have been sanctioned under Central Road Fund (CRF) in the country including 13 projects amounting to Rs. 35.88 crores in the State of Himachal Pradesh during the last three years. Details are given at Statement-I (*See* below). The details of CRF accrual and release for the entire country are given at Statement-II (*See*